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S. List Policy 54

18th December, 1959.

COCOM Document 3714.85/4

COORDINATING COMMITTEE

RECORD OF DISCUSSION

ON

ITEM 1485 - COMPASSES AND GYROSCOPIC EQUIPMENT

14th and 17th December, 1959

Present: Belgium(Luxembourg), France, Germany, Italy, Japan, Netherlands, United Kingdom, United States.

References: COCOM Docs. Nos. 3700.1 and 5, 3714.00/1, 3714.85/1 - 3  
W.P. 1485/1 and 2.

1. The CHAIRMAN invited further views on the Note to sub-items (d) and (e) proposed by the German Delegation and contained in paragraph 2 of COCOM Doc. No. 3714.85/2.

2. The UNITED STATES Delegation, in the light of the opinions expressed in the Committee and in a spirit of compromise, suggested the following redefinition:

"(d) Integrated flight instrument systems for aircraft including:

- (i) Gyro-stabilisers;
- (ii) Automatic pilots.

NOTE: An integrated flight instrument system is a primary instrument display system of altitude and azimuth with facilities for giving manoeuvre guidance information to the Pilot and often integrated with an auto-pilot to the extent of embodying a common unit for setting up the required demands.

See also additional Notes under (e) below.

(e) Gyro-magnetic Compasses:

NOTE: (1) Governments may permit the export of reasonable quantities of equipments covered under sub-items (d) and (e) provided:

- (A) They are of types and series which have been in normal civil use for more than two years and are the standard equipment of aircraft excluded from control under Item 1460.
- (B) The exporting Government is satisfied that the equipment is to be installed in civilian aircraft. Such exports should be promptly reported (within 30 days) to the Committee.

(2) If any Government has reason to believe that equipment exported under sub-items (d) and (e) is being installed in Bloc military aircraft or is being exported in such quantities as to provide assistance

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to the Sino-Soviet Bloc military potential, that Government may bring to the Committee its reasons for so believing and the Committee will undertake to examine proposals to prevent the continuation of such exports."

3. All Delegations, the GERMAN Delegation agreeing ad referendum, accepted the above United States proposal.

4. On the 17th December, the GERMAN Delegation confirmed the agreement they had previously given ad referendum.

CONCLUSION : The COMMITTEE agreed to redefine Item 1485 as follows:

"Compasses and gyroscopic equipment as follows:

- (a) Gyro compasses, North-seeking only, possessing one or more of the following characteristics:
  - (1) Automatic correction for the effects on compass accuracy of changes in ship's speed, acceleration, or latitude. (Manually set mechanical corrective devices such as the speed-course-latitude corrector on the Sperry MK 14 MOD 1 compasses are specifically excepted.);
  - (2) Provision for accepting ship's data as an electrical input;
  - (3) Provision for setting in corrections for current set and drift;
  - (4) Utilisation of accelerometer, rate gyro, rate integrating gyros, or electrolytic levels as sensing devices;
  - (5) Provisions for determining and electrically transmitting ship's level reference data (roll, pitch) in addition to own ship's course data;
- (b) Pressure proof ship's course indicators for submarines;
- (c) Transmitting magnetic compasses specially designed for submarines;
- (d) Integrated flight instrument systems for aircraft including:
  - (i) Gyro-stabilisers;
  - (ii) Automatic pilots.

NOTE: An integrated flight instrument system is a primary instrument display system of altitude and azimuth with facilities for giving manoeuvre guidance information to the Pilot and often integrated with an auto-pilot to the extent of embodying a common unit for setting up the required demands.

See also additional Notes under (e) below.

- (e) Gyro-magnetic compasses:

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- 2. If any Government has reason to believe that equipment exported under sub-items (d) and (e)

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is being installed in Bloc military aircraft or is being exported in such quantities as to provide assistance to the Sino-Soviet Bloc military potential, that Government may bring to the Committee its reasons for so believing and the Committee will undertake to examine proposals to prevent the continuation of such exports.

- (f) Gyro-astro compasses;
- (g) Gyro-stabilisers used for other purposes than aircraft control, except those for stabilising an entire surface vessel;
- (h) Automatic pilots used for other purposes than aircraft control except marine types for surface vessels;
- (i) Gyroscopes and accelerometers of very high precision and miniaturised gyroscopes and accelerometers which are designed for use in inertia navigation systems or in guidance systems of all types;
- (j) Specially designed parts and components for the above, except for the specific equipment exported under (d) and (e)."